BY ORDER OF THE COMMANDER
AIR MOBILITY COMMAND

AIR FORCE INSTRUCTION 15-128

AIR MOBILITY COMMAND
Supplement 1

1 JULY 2001

Weather

AEROSPACE WEATHER OPERATIONS-ROLES AND RESPONSIBILITIES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Pages: 3
Distribution: F

AFI 15-128, 3 November 2000, is supplemented as follows: (This supplement does not apply to Air National Guard and United States Air Force Reserve units.)

AFI 15-128 describes roles and responsibilities conducted by the 15th Operational Weather Squadron (15 OWS) at full operational capability (FOC) and weather flights when fully reengineered. The transition to FOC and the fully reengineered state will take several years. AMC weather units should implement provisions of this instruction to reach FOC as resources permit.

Figure 1.2.

Exception 3 (Added). The 15 OWS Northeast CONUS AOR is defined as only those areas within the CONUS.

1.2.7.3. AMC/DOW will review MOAs to ensure inclusion of communication/equipment outages procedures, degraded operations instructions, and evacuation plans.

1.2.7.8. (Added) AMC/DOW will approve any requests for sustained non-standard weather products/services from the 15 OWS before implementation.

3.1.1. (Added) OWS Implementation. The 15 OWS will reach FOC when:

3.1.1.1. (Added) It assumes resource protection and terminal aerodrome forecast (TAF) responsibility for each active duty unit within the Northeast CONUS AOR.

3.1.1.2. (Added) Each unit within the Northeast CONUS AOR is transitioned to an "eyes-forward" function as outlined in paragraph **4.1.3. (Added)** below.

3.1.1.3. (Added) It assumes briefing workload for transient aircrews and Guard/Reserve aircrews not collocated with an active duty weather flight. This includes sufficient products required to support aircrew briefings and installation forecast responsibilities.

3.1.1.4. (Added) It develops a program outlining the life cycle training process of individuals coming to the 15 OWS from the Initial Skills Course, through upgrade training to 1W051A, and their return to the formal weather flight course.

3.1.2. (Added) The 15 OWS is not allocated a forecast desk/section for its OCONUS AORs (Canada, Greenland, Antarctica). However, it will provide aircrew briefings and automated weather products via the 15 OWS web page and handle special requests. Routine, amendable forecast products will be produced for the Northeast CONUS AOR.

3.2.3. This requires a dedicated forecast desk/section for the 15 OWS OCONUS AORs and will be satisfied when resources are allocated.

3.2.4. The requirement for RC installations will be satisfied when resources are allocated.

3.2.4.1. The 15 OWS will issue observed lightning warnings when lightning detection systems become available and the process becomes sufficiently automated.

3.2.5. The 15 OWS will produce this chart for the Northeast CONUS AOR.

3.2.6. The 15 OWS will produce this chart for the Northeast CONUS AOR.

3.2.7. This is not an FOC requirement for the 15 OWS and it will be satisfied when resources are allocated. The 15 OWS will maintain procedures to produce, disseminate, METWATCH, and amend MOAFs on a case-by-case basis.

3.2.9. This is not an FOC requirement for the 15 OWS and it will be satisfied when resources are allocated.

3.2.11. The 15 OWS provides direct staff weather support to the Tanker Airlift Control Center (TACC) commander and staff.

3.2.13. 15 OWS has not yet been allocated resources to accomplish this task.

3.2.18. The 15 OWS will publish their capabilities, products, and services to the weather community and operational users.

3.2.27. The 15 OWS will coordinate their backup plan with AMC/DOW and affected units before obtaining/allocating resources.

3.2.28. (Added) The 15 OWS will develop procedures to collaborate with strategic centers, another OWS, or CWTs. When product contents cross defined limits and require amending, the 15 OWS will participate in collaborative discussions, accept feedback, and use the information in refining products/services. The 15 OWS will notify AMC/DOW when there are indications of systemic problems with achieving/maintaining product consistency between units.

4.1. AMC CWTs will be considered reengineered when:

4.1.1. (Added) All enlisted weather manpower positions are converted to 1W0X1A. Appropriate grade/skill level relationships will be assured.

4.1.2. (Added) The supporting OWS is routinely delivering required terminal forecasts and resource protection products to the installation using standard AFW systems.

4.1.3. (Added) The CWT is providing an "eyes-forward" service to the supporting OWS, which includes:

4.1.3.1. (Added) Manually or electronically providing observing and meteorological sensor information to support airfield operations and OWS requirements.

4.1.3.2. (Added) Providing feedback to their OWS on the current weather and participating in forecast collaboration.

4.1.3.3. (Added) Establishing and implementing components of the Mission Execution Forecast (MEF) Management and MEF Development processes as defined in AMCI 15-101.

4.2.4. In addition, weather flights will assist their respective OWS with representation on the local Unit Radar Committee as documented in the MOA.

4.2.26. (Added) AMC weather flights will develop procedures to collaborate with strategic centers, an OWS, or other CWTs. When product contents cross defined limits and require amending, they will participate in collaborative discussions, accept feedback, and use the information in refining products/services. Weather flights will notify AMC/DOW when there are indications of systemic problems with achieving/maintaining product consistency between units.

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